

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# (required) LA0D344				
TCWG Consideration Date (date to be presented at the TCWG)				
Project Description (clearly describe project) The work will involve widening the bridge at the Reyes Adobe Road overcrossing from a 3-lane to a 6-lane roadway and modifying the traffic signals and ramps. The widening will be limited to the overcrossing structure and both immediately adjacent Reyes Adobe Rd. intersections. The project also entails adding sidewalks, extending a reinforced concrete box culvert, and making drainage improvements to the overcrossing.				
Type of Project (use Table 1 on instruction sheet) Bridge overpass improvement				
County Los Angeles	Narrative Location/Route & Postmiles Highway 101 interchange at Reyes Adobe Road, KP 58.1/58.4 Caltrans Projects – EA# 2004001 (PM 36.1+36.3)			
Lead Agency: Caltrans				
Contact Person Andrew Yoon	Phone# 213-897-6117	Fax# 213-897-1634	Email Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: 2/28/2008				
NEPA Delegation – Project Type (check appropriate box)				
<input checked="" type="checkbox"/> Excluded	<input type="checkbox"/> Section 6004 – NEPA Categorical Exclusions (CEs)	<input type="checkbox"/> Section 6005 – All NEPA document types (i.e. CEAs, EAs, EIS)		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	11/1/2004	6/1/2006	N/A	2/28/2008
End	10/26/2005	2/28/2008	N/A	4/1/2009

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Commercial and residential developments in the project vicinity are expected to grow and create additional traffic to the project overpass and ramps. Traffic conditions will degrade the level of service at the ramp intersections during the PM peak hour from D to F without the proposed capacity improvements. The project is necessary to accommodate this future traffic.

The Purpose of this project is to provide congestion relief in order to improve traffic flow along Reyes Adobe Road in the vicinity of the US 101, to provide adequate roadway capacity for expected future growth in traffic in the region, and to improve pedestrian safety access along Reyes Adobe Road and the US 101 Interchange.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)* Sheet A – Additional info.

The project is surrounded to the north by office/retail land uses west of Reyes Adobe Road, and residential uses to the east. Land uses to south of US 101 include primarily commercial retail and office uses.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2009

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2030

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Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year: 2009

Levels of Service

Intersection	Alt 1- No Build	Alt 2 - Diamond Interchange
Reyes Adobe Rd/US 101 NB ramp	LOS E	LOS C
Reyes Adobe Rd/US 101 SB ramp	LOS E	LOS C

Traffic Volumes

Roadway Segment	Alt 1- No Build		Alt 2 - Diamond Interchange	
	ADT	% Trucks/ Truck ADT	ADT	% Trucks/ Truck ADT
Reyes Adobe Rd btw ramps	19,738	2% / 328	19,738	2% / 328
US 101 NB ramp w/o Reyes Adobe Rd	11,032	2% / 200	11,032	2% / 200
US 101 NB ramp e/o Reyes Adobe Rd	6,924	1% / 52	6,924	1% / 52
US 101 SB ramp w/o Reyes Adobe Rd	6,010	1% / 60	6,010	1% / 60
US 101 SB ramp e/o Reyes Adobe Rd	9,680	2% / 167	9,680	2% / 167

Note: No work is proposed on the U.S. 101 freeway mainline.

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RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Horizon Year: 2030

Levels of Service

Intersection	Alt 1- No Build	Alt 2 - Diamond Interchange
Reyes Adobe Rd/US 101 NB ramp	LOS F	LOS D
Reyes Adobe Rd/US 101 SB ramp	LOS F	LOS C

Traffic Volumes

Roadway Segment	Alt 1 - No Build		Alt 2 - Diamond Interchange	
	ADT	% Trucks/ Truck ADT	ADT	% Trucks/ Truck ADT
Reyes Adobe Rd btw ramps	22,818	2% / 409	22,818	2% / 460
US 101 NB ramp w/o Reyes Adobe	12,139	2% / 197	12,139	2% / 232
US 101 NB ramp e/o Reyes Adobe	8,167	1% / 66	8,167	1% / 73
US 101 SB ramp w/o Reyes Adobe Rd	7,104	1% / 75	7,104	1% / 83
US 101 SB ramp e/o Reyes Adobe Rd	11,289	2% / 196	11,289	2% / 225

Note: No work is proposed on the U.S. 101 freeway mainline.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project was initiated to widen the Reyes Adobe Road overcrossing in order to increase capacity for future development in the vicinity. The widening of the bridge itself will not cause any redistribution of traffic.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed reconfiguration of the Reyes Adobe Road/US 101 interchange would improve the open year level of service at the Reyes Adobe Road/US 101 northbound and southbound ramp intersections as compared to the no build condition from E to C and would improve the horizon year level of service on Reyes Adobe Road/US 101 northbound and southbound ramp intersections as compared to the no build condition from F to C/D. Alternative 3, the Loop Ramp, would provide additional benefits during the PM peak hour, improving the level of service to A. However, Alternative 3 would reduce access to the gasoline station and the mattress store on the southeast quadrant of the intersection because of the requirement to eliminate the southbound left lanes onto the shared driveway.

This improvement in level of service would substantially reduce engine idling and associated emissions of fine particulates, despite the anticipated minor increase in traffic on Reyes Adobe Road facilitated by the proposed interchange improvements. Thus, the proposed interchange reconfiguration is not a project of air quality concern.

Attachment A

(Surrounding Land Use/Traffic Generators Cont.)

There are gas stations located at each of the US 101 ramp intersections with Reyes Adobe Road. Future development will include a mix of commercial, office, light industrial, and an auto detailing center along Canwood Street (north of US 101). Along Agoura Road (south of US 101), proposed uses include a medical office, offices and commercial uses.

The percentage of diesel trucks is not anticipated to significantly increase percentage wise as many of the potential developments will not require large delivery trucks for their type of business. A majority of the truck traffic that moves through the area utilizes exits off of the US 101 at Lindero Canyon and Kanan Road.